

TOPIC Brand/Briesen Airfield

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EVALUATION PLACE OBTAINED

DATE OF CONTENT

25X1C

DATE OBTAINED DATE PREPARED 7 December 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

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REMARKS

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SOURCE

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1. The soldiers who had arrived at Brand/Briesen airfield between 15 and 28 October 1951 were laying a telephone cable about 5 cm in diameter from Brand railroad station to the signal house and from there between the Brand-Krausnick road and the spur track as far as the road intersection 1,000 meters east of the signal house. Soviet soldiers replaced the German guards. Another Soviet patrol was posted at the railroad crossing near the signal house. Two other Soviet patrols were placed at the Neueschende barrier, on the east edge of the field and on the road from the signal house to the autobahn. (1)
2. The Soviet tractor brigade still numbered about 80 E* and 8 to 10 officers. It used three of the ten tractors on the northern taxiway. (2) The remaining seven tractors were shipped by rail toward Dresden. The strength of the German laborers was under 2,000.
3. About 40 to 50 percent of the trees in the western flying lane were cut as far as the railroad bed. As previously reported, a strip of trees was to remain along the railroad line for camouflage purposes. A stretch of about 500 meters of the middle section of the southern taxiway was widened by 50 meters to a total width of 68 meters. This strip was concreted. Twelve hardstands were completed, but work was discontinued on the remaining ten hardstands. Work on the northern taxiway was started. According to a construction plan in the construction bureau, 40 to 50 hardstands were to be built along this taxiway. (3) No work was observed on the runway lighting facilities.
4. The fuel containers were recounted and their dimensions rechecked. One container was 16 meters long and 3 meters in diameter. Ten others were 8 meters long, 3 meters in diameter each and had the inscription 50 cubic meters, and 5 were 6 meters long and 1.5 meters in diameter. (4) Two pits 20 x 30 and 10 x 20 meters respectively were excavated. xcavating started near the road intersection 1,000 meters east of the signal house where the containers where to be installed.
5. An almost square terrain of about 90,000 square meters was blocked south of the signal house. The area bordered to the northwest on the road between the signal house and the autobahn and to the northeast on the railroad line leading from the signal house toward the southeast. Its southern point was about 1,50 meters south of the signal house. Trees were cut and bricks had arrived in this area. Several

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Document No. 003

No. 1

Class. (C)

Auth. (C)

Date: 2001/03/06

Approved For Release 2001/03/06 : CIA-RDP82-00457R0009900070003-7

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construction laborers said that a bomb dump was to be constructed there.

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6. During the period from 15 to 28 October there was drilling for water at the field about 300 meters southeast of triangulation point 73.5. The following earth compositions were found during the drilling: a 10-meter layer of diluvial sand and gravel, a 5-meter layer of tertiary sand of a lighter color than the diluvial sand, a 1-meter layer of brown coal, a 1 to 2-meter layer of tertiary sand, a 75-cm layer of brown coal, mixed with sand, and a 6 to 7-meter layer of coarse tertiary gravel. Water was found at 25 meters.
7. A five-story brick building which was under construction was to house 12 Soviet families. Trees were being cut and bricks were hauled to Jagon (forest-subarea) 70, north of the low brick buildings for EM. Other EM billets were allegedly to be built there. On 22 and 23 October, a team of Soviets who accepted the officers' buildings ordered that the distance between the roof truss and the chimney be enlarged to 38 cm to reduce the risk of catching fire. (5)
8. The spur track does not run as far as the road intersection 1,550 meters east of the signal house, as previously reported, but beyond this point as far as the road intersection 2,100 meters east of the signal house. The cement storehouse, whose eastern side was 1,800 meters east of the signal house, borders the loading ramp. Two small brick buildings are to the west.

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- (1) The arrival of Soviet officers and EM was previously reported. It has not been determined whether the troops belonged to a labor unit or the advance detail of an air unit. For location, see map attached to

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- (2) For scheduled course of northern taxiway, see sketch 2 of Annex. The exact angle formed by the western end of the runway and the northern taxiway could not be determined, but is believed to be more acute than entered on the sketch. It has been believed that the construction on the northern taxiway would be started in the spring of 1952. However, the employment of a Soviet labor unit, mentioned in paragraph 2, indicates that grading work on this taxiway had already started.

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- (3) For runway and southern taxiway, see sketch 1 of Annex. The number of scheduled hardstands is believed to be too high. examined the construction plan only superficially.

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- (4) From the reported sizes of the fuel containers, the total capacity of the fuel dump under construction is about 650,000 liters.

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- (5) According to a rough sketch, the building is under construction just south of the officers' billets. See items 8 to 10 of Annex to

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